

INFORMATION REPORT

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COUNTRY East Germany

DATE DISTR. 7 October 1952

SUBJECT Tabulation of Locomotives

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motives, status of 30 June 1952

tabulation of steam loc-

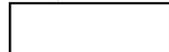
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	Number of Operational Locomotives				Total	Damaged Locomotives	Grand Total	Remarks
	Service-able	Under Repair at Maintenance Shops	Under Repair at Repair Shops	To be Turned in to Repair Shops				
State-owned locomotives including coal dust-firing locomotives	2,906	389	679	373	4,847	599	5,446	
Column locomotives	27	13	22	15	77	-	77	
Foreign locomotives	298	9	27	37	371	-	371	including 13 type 01; 86 type 50; and 267 type 52 locomotives
Narrow-gauge locomotives	151	12	39	3	211	4	215	including 17 with a gauge of 600 mm, 147 with a gauge of 750 mm, 5 with a gauge of 900 mm and 46 with a gauge of 1,000 mm

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2. Ninety of the state-owned locomotives were being kept cold as a reserve of the Directorate General, Railroads, Berlin, and 11 as a reserve of the regional railroad headquarters. (2) One hundred and thirty column locomotives were operational, while 13 were being kept cold as a reserve. (3) A total of 127 state-owned locomotives was lent out to industrial enterprises, while a type-90 locomotive, previously hired by the Diesel Engine works in Lestock, was returned to the Schwerin regional railroad headquarters. (4)

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 Comments.

- (1) As compared with the last tabulation made in May, there were the following changes:
- The total of state-owned locomotives increased by one unit. See also paragraph 2 of the present report.
- The number of serviceable locomotives decreased by 159 units, while the number of locomotives under repair increased accordingly. This development throws significant light on the status of the East German park of locomotives, which is critical because of excessive use of the equipment, over-age of locomotives and insufficient repair work.
- The number of coal dust-firing locomotives increased by only one unit and the number of serviceable coal dust firing locomotives dropped from 36 to 27, which indicates that these locomotives still suffer from technical defects. There were only minor changes in the status of column, foreign-owned and narrow-gauge locomotives.
- (2) The number of reserve locomotives available to the Directorate General, Railroads, Berlin, and the various regional railroad headquarters increased by four and five units respectively.
- (3) The number of operational column locomotives, which handle the Soviet transit traffic through Poland, increased slightly, probably in connection with the current vehicle replacement program.
- (4) In May, a total of 122 locomotives was hired out to industrial enterprises.

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